



Iowa Aviation Bulletin

FLY IOWA 2004 takes off at the Washington Municipal Airport June 5-6

This year's FLY IOWA at the Washington Municipal Airport (June 5-6) will commemorate the 60th anniversary of the D-Day invasion to free Europe in 1944, and will honor veterans of all services.

FLY IOWA is an annual statewide fly-in and airshow sponsored by the Iowa Aviation Promotion Group, and co-hosted this year by the Washington Municipal Airport. The event is designed to promote aviation and its associated benefits across the state of Iowa. With this year being the 60th anniversary of D-Day, the event will promote the sacrifices that our troops and aircrews have given in our defense and the defense of peace in the world.

Take a step back into history and experience what our aircrews did in WWII by taking a bomber crew ride in a B-25 or fighter pilot ride in an AT-6. Or, experience what our ground troops did by taking a paratrooper jump (attached to a jumpmaster) or a dust-off ride in a helicopter. In addition to other war birds, aircraft at the event will include a Mitchell B-25 and two Mustang P-51s. A raffle will take place for a ride in the P-51.

Admission and parking to the event are free. Gates open at 7 a.m. and air show activities begin at 2 p.m. on both Saturday and Sunday. The show at press time includes a demonstration by the AT-6 and P-51, along with a full aerobatics show by the Yellow Book Pitts. Other attractions include displays, a Hall of Honor for our veterans to meet in, vintage military vehicles, living history re-enactors, etc. Overnight plane camping is available Friday and Saturday nights with shower facilities at the YMCA. Vehicle camping is available at campsites around the county.

On Saturday and Sunday at the Washington Municipal Airport enjoy the parade of antique, war bird and experimental aircraft overhead. Listen as WWII veterans and others share their unique memories. On Saturday night there will be a USO show and dance at the airport with vintage dress encouraged.

For more information about the event visit www.flyiowa2004.com, or contact the event co-chairs. To help with planning and coordination of services, please go to the registration page on the Web site and let them know of your tentative attendance plans.

We look forward to seeing you there!



This P-51 Mustang and B-25 Mitchell will be at Fly Iowa 2004.

FLY IOWA Co-Chairs:

- **Doug Tindal - Airport Commission**
prairie1@iowatelecom.net
Day: 319-653-2159,
Night: 319-653-9948
- **Mike Roe - Airport Commission**
mikeroe@iowatelecom.net
Day and night: 319-653-4206





Director's Corner

Michelle McEnany, Office of Aviation Director

The Office of Aviation will again partner with officials from TSA to conduct

general aviation security visits to Iowa's publicly owned general aviation airports. Visits were conducted at airports in eastern Iowa last fall. Office of Aviation staff and TSA will visit general aviation airports in central and western Iowa in April and May. For those of us who saw the CBS News report on general aviation in January, we realize that it is important

to diminish the perception that general aviation airports provide an open invitation to terrorists. At the same time, we need to take a proactive, reasonable and responsible approach toward general aviation security. See Kay Thede's article on this page for more information on the general aviation security program.

The Iowa Aviation System Plan continues to move forward. The analysis of Iowa's airport system as it exists today is completed. We are now in the beginning stages of combining that analysis with future forecasting to begin to piece

together a proposed planning direction for the future. A key benefit of the system plan will be to help guide us in investment decisions for the future. Our office will hold regional meetings sometime this summer to provide airport sponsors, users and the general public the opportunity to provide input on the plan.

The budget planning season for municipalities resulted in several phone calls to our office in February and March. Our office is extremely supportive of airports providing a high level of service to the flying public and is available as a source to help educate airport operators, the general public, and local decision makers on issues involving Iowa airports. However, we are unable to support individual airport managers or FBOs in their negotiations with city officials. We recognize the important role services play in the viability of airports and will continue to educate decision makers about this. The level of services provided at an airport are also likely to be key factors in the new Iowa Aviation System Plan that affect infrastructure funding decisions in the future.

The Office of Aviation participated in the IPAA Day on the Hill event March 9 at the Capitol Building in Des Moines. Legislators who stopped by the displays put on by the airports were very open to listening to the issues involving aviation in the state. Also on that day, the commercial service airports met with Michael Blouin, director of the Iowa Department of Economic Development, to discuss the role passenger air service plays in economic development in the state. Our office will continue to partner with the Department of Economic Development and the commercial air service airports to enhance the role of air service in our state.

There are a large number of aviation events scheduled around the state in 2004. Our calendar in this publication is also available on our Web site at iawings.com. We hope to see you at some of these events. Make it a challenge to expose someone new to the exciting world of aviation this year, whether it be a teacher, child, politician or your next door neighbor.

Michelle McEnany

General aviation security outreach effort

Kay Thede

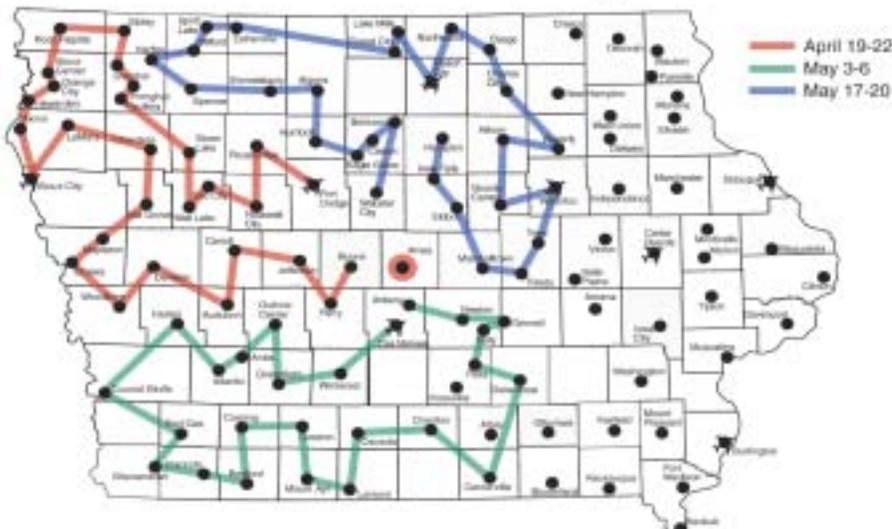
The Office of Aviation is partnering with the Transportation Security Administration (TSA) Des Moines hub to visit general aviation airports in central and western Iowa in April and May. The objective of the visits will be to increase awareness of security issues and share best practices with general aviation airport managers, commissioners, local officials, and the general aviation community, recognizing that each airport has unique characteristics.

Building on the eastern Iowa visits that took place with the TSA's Moline hub last fall, resource materials have been

developed that will help airports serving general aviation become proactive in enhancing security. These materials will be provided at the central and western Iowa visits, as well as sent to airports visited last fall in eastern Iowa.

Office of Aviation staff will be joined by Mitch Crow, customer support from TSA's Des Moines hub. Kim Bakker, deputy federal security director for Waterloo, Fort Dodge and Mason City will be attending some of the airport meetings. Airport visits are planned during the weeks of April 19, May 3, and May 17. Below is a map showing the planned routes.

General Aviation Security Visits



My student Mark and I took off from Vinton on a short flight to Cedar Rapids to experience Class C airspace for his first time. He was a little nervous about dealing with the radio while in busy airspace. Airspace anxiety and mic fright are common maladies in too many pilots. I remembered the same feelings when I left the comfort of my 2,300-foot grass runway at McBride Field to fly into Cedar Rapids for the first time.

We enjoy 113 public airports in the state, but there are only two Class C airports: Des Moines and Cedar Rapids (Moline and Omaha Class C airspace lie over Iowa as well), and three Class D airports: Waterloo, Dubuque and Sioux City. For many pilots, it is rare to visit a larger airport.

The irony about airspace anxiety is that pilots who learned to fly at Class C or D airports are often just as nervous about flying at non-towered airports as those who learned at non-towered airports are about flying into Class C or D airports. Imagine having to land your Cessna 172 or Piper Warrior onto a runway less than 8,000 feet long and having no one on the radio to tell you when to land! In fact, isn't that runway narrower than the center stripe on your big airport? Seriously, a 2,500-foot runway looks like a postage stamp to a pilot who has been working with more than a mile of pavement.

At the smaller fields use standard left-hand traffic patterns unless the Airport Facility Directory states otherwise, practice good see-and-avoid procedures, and communicate on Unicom or Multicom. The Unicom frequencies are very busy, so don't monolog; just announce your intentions efficiently. For the big airport pilot, the secret for flying into smaller fields is airspeed control. The typical four-seat airplane will only need 8,000 feet of runway if you fly a 100-knot final approach speed! Flying your airplane by the book at 1.3 times V_{so} on final should easily get you onto any of Iowa's public runways with plenty of room to spare. If you are not comfort-



“You are missing a great part of Iowa flying if you bypass either the larger or the smaller airports. Try them both, and have the best of both worlds, right here in Iowa!”

Tim Busch

able with or are out of practice at the smaller airfields, bring an instructor with you and try out that “little” runway just for fun.

One tip that may help you ease into busier airspace is to buy a handheld radio or scanner and spend some time listening to the tower and approach frequencies. You might visit the airport and watch the traffic while you listen to the radio. There is a standard phraseology for communications based on the Aeronautical Information Manual (AIM). Hearing it first will give you an idea what is expected, and give you a feel for the pace of communi-

cations. After a while you will begin to see a pattern in the way the controllers mix the incoming and outgoing traffic to maintain adequate spacing and efficient use of the runways.

Airspace anxiety and mic fright are cured with practice. To prepare for your flight, start by reviewing the Aeronautical Information Manual Chapter 3 on airspace and airport markings, then the Chapter 4 sections on radio communications and airport operations. Don't forget to review runway incursion prevention as well. A larger airport might seem like an ocean of pavement when you are sitting in a small airplane. It helps to study an airport diagram before your flight. The NOS and Jeppesen IFR approach plates contain excellent diagrams of the larger airports.

Then talk to an experienced flight instructor about your desire to get more exposure to bigger airports. You can't go wrong with experience sitting right beside you in the cockpit. You will find the controllers to be friendly and willing to help bring you into the fold of “big airport” pilots.

After a number of touch and goes, sometimes switching runways and wrestling a crosswind, watching for wake turbulence behind jet airliners, and adjusting patterns to fit the traffic, Mark and I stopped for a few minutes at the FBO, then started back to Vinton. Mark surprised me by saying, “You know, that wasn't so bad. I was getting better at it by the time we were done. When can we fly into Cedar Rapids again?”

You are missing a great part of Iowa flying if you bypass either the larger or the smaller airports. Try them both, and have the best of both worlds, right here in Iowa!

Tim Busch is an engineering manager at Rockwell Collins in Cedar Rapids. His “other job” is as a flight instructor, flying from Vinton and Cedar Rapids. Contact information: Tim@IowaFlightTraining.com, www.IowaFlightTraining.com



Statewide Marketing

Tim McClung, Office of Aviation

Airport Revenues

The reality of constrained budgets can cause problems for many airports around the state. In times of budgetary constraint, there is a need to maximize revenue generating capabilities and opportunities.

The Iowa DOT Office of Aviation is partnering with the Texas Transportation Institute and the Aviation Division of the Texas Department of Transportation to conduct airport surveys in both states to provide general aviation airport owners and operators additional ways to increase revenue. The results of the survey will be combined with those from Texas and communicated back to airports in Iowa in hopes the information will be useful in giving airports new ideas on ways to generate revenue.

We are especially looking for creative ideas and tips on how to maximize revenue potential for an airport.

The surveys have been sent to Iowa airports for their input and are now being processed. If you are not an active airport decision maker, but have ideas on ways for airports to help their bottom line, please contact us at the Office of Aviation.

New Brochures

We have designed a new and consistent look for the Office of Aviation brochures to attempt to create stronger identity and continuity. Copies have been distributed to all Iowa airports and are available through the Office of Aviation. New brochures include:

1) Federal AIP Funding for Iowa's NIPIAS Airports- Explains the reauthorization, changes and process for the federal AIP funding program that will be in effect from 2004-2007.

2) Your Local Airport- Communicates the benefits, economic impact and uses of Iowa's general aviation airports.

3) General Aviation Security for Pilots, Tenants, and Airport Personnel- Addresses security issues, best practices and regulations that affect Iowa's general aviation airports.

Summer Events

There are more than 40 aviation-related events so far on the calendar of events that is posted in this edition of the Bulletin and on our Web site at iawings.com. We want to be the clearinghouse for aviation events in the state. When events are provided to the office, we also forward them on to industry publications and web sites including GA News, Midwest Flyer, AOPA, EAA, Flying Magazine, Open Air Net, Aero Vents, Flyways and Flyguides.

In May, we plan on sending poster calendars to all airports to post on their terminal boards. It is never too late to give us your aviation-related event, but the sooner the better.

Between numerous fly-ins/air shows, Fly Iowa, Young Eagles programs, the Quad City Air Show, teacher workshops, and youth camps, there is a lot of aviation activity available for everyone this year.

If you have continuing fly-in attractions in your community, go to fun-places-to-fly.com and post it. We offer a link from the iawings.com Web site. It is a great way to promote your airport and your community.

Fly a Teacher/Decision Maker

If you are a pilot, consider providing a trip to the airport and maybe even a flight for a decision maker in your community. Or, participate in the EAA's Young Eagle program to provide a free educational flight to a child.

On June 21, there will be a Fly a Teacher program as part of the teacher workshop in Cedar Rapids. What a great way to build enthusiasm for a teacher to take back to their students!

Photography Contest

This edition of the Bulletin has information on the first annual Iowa Aviation Photography Contest. It is a spinoff from the Aviation Art Contest, but allows adults who enjoy aviation and photography the opportunity to get involved as well. You have the entire summer to get that perfect picture. We look forward to everyone's entries.

Windsock Naming

An informal windsock naming contest was communicated in March to the recipients of the Office of Aviation's HOT NEWS E-mail program. Many responses were submitted and are now being considered. General Aviation News magazine has asked to do an article on the naming process when it is complete and like the fact that the aviation community in Iowa had the opportunity to participate. A couple of the suggestions that *will not be used*, but were found to be interesting included:

- IOWA: WE ARE CORN TO FLY and
- IOWA LOT ON MY PLANE

Iowa's Commercial

Air Service Airports

If you are going to use passenger air service, don't drive three hours to an out-of-state airport. Iowa's commercial service airports offer great prices, great service and convenience. And, they help boost the economy right here in Iowa.

I hope you enjoy this edition of the Iowa Aviation Bulletin and thank you to everyone for submitting ideas and material that make it a success.

The Aviation Advisory Council met in Ames on March 4, 2004. Minutes of the meeting are available on the Office of Aviation Web site at iawings.com.



2004 Iowa Aviation Photography Contest

Contest Rules

All entries must be submitted by Oct. 1, 2004. Participants must reside in the state of Iowa. Each participant may submit a maximum of five pictures per category.

Photos in the following categories may be submitted:

Aerial photography
Aircraft
Agricultural spraying
Air-to-air photography
Aircraft maintenance
Aviation careers
Business aviation
Kids and aviation
Life at an airport
Medical transport
Military

Only photos involving aviation in the state of Iowa will be accepted.

Awards

Winners will receive a Certificate of Recognition and recognition in the Iowa Aviation Bulletin. Entries will be judged by a committee. Each category will have first, second and third place winners.

Reproduction Rights

All entries become and remain the property of the Office of Aviation. Prints and CDs will not be returned.

How to Submit Entries

We will accept print or digital entries. Prints should be 3 1/2" x 5" or 4" x 6". Digital photos should be taken at the highest resolution possible. Each print or digital picture must include a description (i.e. who, what, where, when, why).

Prints and CDs with digital images should be sent to:

Office of Aviation
Iowa Dept of Transportation
800 Lincoln Way
Ames, IA 50010

Digital images can also be e-mailed to Michele Rouse at michele.rouse@dot.state.ia.us.

The following information should be submitted with your photos (please print):

Name
Address
City
State
Zip
Phone Number
Photo description, include who, what, where when, why



PAMA Aircraft Maintenance Symposium held in Ames

The 2004 Midwest Regional Aircraft Maintenance Symposium and Tradeshow, co-sponsored by the Iowa DOT Office of Aviation, was held at the Gateway Center in Ames Feb. 13-14.

More than 150 mechanics, students and pilots attended the event. A large number of exhibitors provided attendees the opportunity to learn about available resources and new products. According to Phil Conn of Cedar Rapids who was a co-organizer of the event, "The PAMA training event provides a refresher on current maintenance topics, but it also allows mechanics to meet first hand with vendors to learn what is available to them. This extends not only to products, but to the tremendous amount of knowledge that the vendors are able to share as well."

Topics covered included fuel metering, terrain awareness equipment, APUs, fuel cells, exhaust systems, engine mounts, starters, alternators, combustion

heaters, hydraulic tappet bodies, and fuel injector nozzles. Representatives from the Des Moines FAA Flight Standards District Office were also available and covered the role of flight standards, field approvals, 2003 safety review, and customer service.

The maintenance program will be held in Ames again next year. While it is designed as an inspector authorization renewal program, Conn hopes that more mechanics will take advantage of the program. "It is open to IAs, A&Ps, students, pilots, or anyone who has an interest in learning more about aircraft maintenance. We have worked very hard to keep fees low to encourage more people to come out to the program".

Next year's PAMA Aircraft Maintenance Symposium will be held Feb. 4-5 at the Gateway Center in Ames.



Officials from the Des Moines Flight Standards District Office present to PAMA attendees.

Boy Scout Aviation Camp in Winterset

The Boy Scouts and Adventure Crews of Central Iowa will hold a Spring Camporee for Boy Scouts between the ages of 11-18 at the Winterset Municipal Airport April 30 through May 2, 2004. The event is being organized by the Winterset Boy Scout Troop #121.

Activities will include instruction and hands-on training that provide credit toward merit badges. Subjects will include weather and aviation principles, astronomy, first aid and space exploration.

John McLaughlin of KCCI-TV will broadcast from the event, and both he and Lyle Schwery will assist in teaching aviation studies. Tommy Rinkoski from the Science Center of Iowa will teach astronomy. The Kansas Cosmosphere and Space Center of Hutchinson, Kan., will display a real space suit, teach basic rocket principles, and will launch various types of rockets.

Representatives from the Iowa Highway Patrol will discuss highway safety, and members of the US Army 4224 Reserve Team will provide the first aid and CPR instruction. Sky divers will provide a demonstration on Saturday afternoon, followed by a BSA Council bonfire that night. Verne Lyon, a member of Solar Flying Club based in Des Moines, will be one of five pilots who have offered to provide free flights to scouts during the event.

Cost is \$12 for the event. For more information and registration forms, contact Steve Slater at 515-468-0025 or Roger Stalheim 515-462-2392.



Association Updates

Iowa State University

Extension-Science,

Engineering & Technology (E-SET)

Iowa State University Extension-Science, Engineering & Technology (E-SET), Iowa Space Grant Consortium, and the Iowa Aviation Promotion Group will be offering the Travel Your Universe Camp and a teacher workshop this summer.

Youth Camp

The Travel Your Universe Camp is June 13-16 at the Iowa 4-H Center in Madrid. The camp is for 9- to 12-year-old girls and boys interested in aerospace and related topics.

Flight simulators, real flight experience, aviation-related tours, global positioning systems, space food, robotics,

constructing rockets, astronomy, and many other aerospace topics will be part of the four day-three night camp experience. Cost of the camp will be \$130 if registered before May 15, 2004.

Registration materials for all camps are available at your local county extension office. The registration form is available on the web at <http://www.extension.iastate.edu/4hcenter/>

Cedar Rapids Teacher Workshop

A teacher workshop will be held June 21-22, 2004, in Cedar Rapids. The goal of these workshops is to provide educators a professional development experience that includes hands-on activities and resources for the enhancement of science, technology and math skills through topics of aviation/aerospace.

Area Education Agency 10 in Cedar Rapids will be hosting the workshop. Workshops are designed for formal, non-formal, and home school educators that may be looking for learning resources. One hour of graduate credit is offered or staff development credit is available for those who attend. Registration is done through the area education agencies.



Teachers will have the opportunity to learn from airport officials.

National Ercoupe Convention at Knoxville Municipal Airport

Weather permitting, anywhere from 40 to 100 Ercoupe aircraft from all over the United States are expected to arrive at the Knoxville Municipal Airport for the National Ercoupe Association Convention June 17-20.

The event officially kicks off to the public on Friday, June 18, with an evening fly-in and community dinner by the Iowa Pork Producers from 5-7:30 p.m. Community displays will be in place and transportation will be available for pilots to and from races at the Knoxville Raceway. John McLaughlin from KCCI-TV is tentatively scheduled to broadcast live from the event.

On Saturday, June 19, an Aviation Safety Seminar will be held at the airport from 9-11:00 a.m., followed by the National Ercoupe Convention banquet from 5:30-6:30 p.m. Transportation will again be provided to and from the Knoxville Raceway that evening.

For more information on the National Ercoupe Convention, contact Dan Van Donselaar at the Knoxville Municipal Airport at 641-842-4423 or visit www.ercoupe.org. Co-chairs of the event are Mike Abrahams (515-287-3840) and Jack Arthur (515-778-8833).

A Little About the Ercoupe



Most versions of the aircraft include interconnected aileron and rudder controls. With this setup, ground steering and air turning maneuvers are accomplished solely with the control wheel. Ercoupes normally have 65 to 100 horsepower engines, cruise at 100 to 120 miles per hour, and get from 19 to 25 miles per gallon at usual cruise speeds.

Its two-seat configuration and split rudder design give the Ercoupe a unique look. On Ercoupes produced prior to 1962, you even get a "convertible," as the side windows slide downwards inside the fuselage allowing for "elbow out the side" open cockpit flying when its hot in the summer and you don't mind the breeze.

Iowa Space Grant Consortium

The Iowa Space Grant Consortium is co-sponsoring two Iowa State University teams that have been selected to participate in NASA's 2004 Reduced Gravity Student Flight Opportunities Program. The teams will travel to NASA's Johnson Space Center in Houston in March and July for nine-day sessions culminating in a flight on NASA's KC-135A aircraft, more commonly known as the weightless wonder or the vomit comet.

The March team will launch a test spacecraft called CyCADET, which will test many of the systems to be used by a pico satellite they are building called CySat. The experiments will test CySat's ability to de-tumble itself from an initial, multi-axis spin, and its ability to gauge which way the spacecraft is pointing.

The July team will test a blender that doesn't require gravity to function. The project focuses on processing soybeans, a product already being grown on space stations and shuttle missions.

Both teams will undergo rigorous training prior to the KC-135A launch. Once aboard the aircraft, team members will experience a weightless free-fall environment for about 25 seconds at a time on several occasions throughout the flight.



Public-use landing certificate renewals for 2004

Mike Marr

Starting this year, public use airports will be required to fill out an application for renewal of their public use landing certificate. The Office of Aviation will send out an application packet for their completion.



Mike Marr

This packet will contain an application, a copy of the FAA form 5010-1 and an airport drawing. All materials should be corrected and completed by airport personnel and

returned to the office. Once the office has received and approved the materials, the public use landing certificate will be issued.

Pilots and airport representatives are reminded that they may contact our office with any questions or concerns pertaining to airport safety. We should all take great interest in making sure our airports are safe. If crops or trees are becoming a hazard at any of our airports, let the office know and we will work with the airports to correct these safety conditions. I look forward to working with all of you to make sure that Iowa airports are the safest they can be. If you have any questions, please contact Mike Marr at michael.marr@state.ia.us or 515-239-1468.



Aircraft Accidents and Incidents A review of 2003

IOWA ACCIDENTS

For the 15+ years that I have been the FAA's safety program manager for Iowa, this is the first time I can remember the total number of accidents exceeding incidents.

As a review, if the occurrence resulted in a serious injury or fatality and/or at least substantial damage to the aircraft, it is considered an accident. If the occurrence resulted in less than substantial damage and injuries less than serious, it is considered an incident.

In 2003 there were a total of 19 accidents in the state of Iowa that included 11 fatalities and four serious injuries.

What were the casual factors in the accidents?

We followed the national trend with the majority of the accidents in the landing/takeoff phase (42 percent), including factors such as loss of control in a crosswind, hitting objects on takeoff, and impacting the ground on approach, probably due to a stall condition.

The next highest causal factor was related to mechanical problems; e.g., engine malfunction and landing gear problems.

Fuel problems continue to appear yearly with three accidents in 2003 attributed to some kind of fuel exhaustion/mismanagement.

Other accident causal factors were uncontrolled descent and a taxi accident.

When we consider all the casual factors, approximately 72 percent would be related to some kind of "pilot error." Sound familiar?

IOWA INCIDENTS

In 2003 there were a total of 13 incidents in the state of Iowa.

The leading cause of incidents, like accidents, was in the landing/takeoff phase with similar types of problems such as striking objects on approach and during takeoff, and the loss of control attributed to cross wind conditions.

Fuel problems exceeded the accident figures with four incidents attributed to fuel exhaustion or mismanagement.

Two incidents were due to mechanical problems, again related to power loss and landing gear malfunctions.

One gear-up incident occurred during 2003 in Iowa. This is a situation related to pilot error when the pilot forgot to put the landing gear down.

It has been a busy year in Iowa trying to keep up with investigation of these accidents and incidents and trying to determine causal factors.

Until next time, have a safe flight.
Roger "N" Clark
Safety Program Manager
Des Moines Flight Standards District Office



FAA Central Region promotes runway safety

Denny Lawson, runway safety manager for the FAA Central Region, met with the Iowa DOT Office of Aviation staff in January to provide an update on the runway safety program.

Runway incidents and incursions have received increased attention during the last several years, pointing to an increased need for anyone with airport access to be educated on airport markings, signage, blind spots and procedures.

A PowerPoint presentation developed by the FAA uses graphics and animation to illustrate issues involving airport ground operations, and to enhance the overall safety of ground operations at airports. The presentation, in CD format, is available free of charge by calling the Office of Aviation at 515-239-1875.

According to Lawson, "Proper ground operating procedures are not limited to pilots. Anyone that will be operating vehicles, equipment or aircraft on an airport needs to receive training on proper ground operations. Training to date has

been highly effective in reducing the numbers of runway incidents and incursions in the Central Region (Iowa, Kansas, Missouri and Nebraska)."

One of the new initiatives of the FAA is to get airport taxi diagrams in airport facility directories (AFD). Most towered airports in Central Region are already in the AFDs, but many general aviation airports, particularly those with commercial flights, will be included by the end of 2004. New uses of technology in the FAA are speeding up that process.

Another initiative is to make airport operators aware that if there are any areas on their airports that are prone to ground operation problems, have blind spots or line-of-sight issues, or create hazards for any reason, they can easily add this information to the remarks section of the Airport Facility Directory by calling Fort Dodge Flight Service Station.

The FAA is partnering with the Office of Aviation to help initiate awareness training at the general aviation airports in Iowa.



This Cessna 210 collided with a ground support vehicle.

Holiday cargo activity high

The week before Christmas was a busy time for cargo activity at the Des Moines International Airport. During the week more than 15 planes per day were in and out of the cargo ramp on the south side of the airport.

Most of the cargo coming into the Des Moines facility is actually reprocessed, put on another plane, and sent to its final destination cargo facility. According to UPS representatives, Des Moines' central location in the United States provides an ideal location for cargo to be brought from both coasts, as well as Texas. In addition, packages are shipped by truck between the Des Moines International Airport and several Midwest states including Iowa, Minnesota, Missouri and Nebraska.



A UPS Boeing 757 is loaded at the Des Moines International Airport during the holiday rush.

On average, it takes crews at the UPS Air Cargo facility one hour to off-load, re-load, and have the planes back in the air.

The airport saw peak cargo handling activities during December with air cargo handlers conducting nearly 900 flight operations and handling more than 20,000,000 pounds of cargo. Approximately 200,000 packages a day were handled at the airport during the month. Several "heavy" cargo jets, including Boeing 747s and 767s, were utilized by the UPS facility at the airport.

To accommodate increasing cargo activity at the airport, the FAA approved \$4.4 million for apron expansion in 2003. The FAA has designated Des Moines as the 37th most active cargo-handling airport in the nation.

Activity at the Eastern Iowa Airport in Cedar Rapids was also high, with nearly 4,000,000 pounds of cargo going through the airport in December.

Federal legislation update

Kay Thede

The second session of the 108th Congress continues to address homeland security changes and funding issues. With aviation programs reauthorized through 2007, the focus will be on appropriations this year.

FY 2005 Appropriations – Administration’s Budget

The President published his budget proposal that contained \$3.5 billion for the AIP program, which is the authorized amount. However, his budget only included \$2.5 billion for the facilities and equipment program, less than the \$2.992 billion authorized. The President’s budget includes \$20 million for the Small Community Development Program; however, the Essential Air Service program would be cut substantially in the President’s budget. Only \$50 million would be appropriated – less than half of the current program. The Administration



Kay Thede

would change the program to force all communities to provide at least a 10 percent local match. The program would fund communities located the farthest away from hub airports first, and work down the list until funding is used. These changes could affect EAS subsidies in Fort Dodge, Burlington and Mason City. Appropriations committees have begun holding hearings with the various agencies.

HR 3721 and S.1998– Essential Air Service Preservation Act of 2004

Congressman Latham, Senator Harkin and Senator Grassley have signed on as co-sponsors to a bill that would repeal the essential air service local participation program passed in Vision 100.

HR 3798 – Secure Existing Aviation Loopholes Act

This bill amends the Homeland Security Act of 2002 and includes provisions for general aviation airports, including requiring vulnerability assessments of airports that serve general aviation aircraft.

Federal legislation can be viewed on the following Web site: <http://thomas.loc.gov> by typing in the bill number.

Vertical infrastructure funding for Iowa’s airports

Kay Thede

Since 1999 Iowa’s airports have received funding for vertical infrastructure projects from two sources of funding: Rebuild Iowa Infrastructure Fund from gambling proceeds and Restricted Capital Fund from tobacco settlement funds. Both funding sources have limitations for FY 2005 that the Legislature is addressing.

The **Rebuild Iowa Infrastructure Fund** (RIIF) monies from gambling receipts are an issue at the current time. Land-based casinos filed a law suit disputing the variance in taxing levels between land-based casinos and riverboats. The Iowa Supreme Court ruled February 3, 2004, in favor of the land-based casinos ruling that the variation in taxing rates was unconstitutional. The Legislature is discussing ways to alleviate funding discrepancies resulting from the ruling and dealing with the potential state liability to repay \$112 million in taxes to the land-based casinos.

As a result of this legal dispute, FY 2004 appropriations from the RIIF have been limited to a 40 percent spending level. In FY 2004 there was \$500,000 appropriated from RIIF for AWOS, pavement marking, windsocks, and the state airport improvement program. This funding has been limited to \$200,000, which is being used to fund AWOS and match for statewide federal airport improvement planning projects. The spending limitation has put pavement marking, and the facility and equipment program on hold.

The **Restricted Capital Account** was created in FY 2002 from the tax-exempt bond proceeds of the Tobacco Settlement Trust Fund. There will only be \$9 million available in FY 2005 from the Restricted Capital Fund, significantly less than the \$150.1 million in FY 2004. FY 2004 was the last year that a significant amount of funding was available for capital projects until at least FY 2008. Vertical infrastructure funds for airports have been appropriated from this account since FY 2002.

Commercial Service Vertical

Infrastructure Program – These funds have been used at the commercial service airports for terminal renovations, hangar construction and renovation, and maintenance building construction and renovations.

General Aviation Vertical Infrastructure Program – General aviation airports have used this funding to build or renovate hangars, maintenance areas, welcome centers and fuel facilities. The program has provided grants to 44 of Iowa’s 105 general aviation airports.

Both vertical infrastructure programs have played an important role in maintaining and improving the facilities at Iowa’s airports.



Sheldon Regional Airport



“... economic development is a major component of what an airport is all about.”

**Sheldon Airport Manager
Lyle Vust**

Tim McClung

Located 160 miles northwest of Des Moines, Sheldon is representative of northwestern Iowa: flat land, an agricultural base, and storage elevators visible miles from town. But Sheldon is also home to Northwest Iowa Community College. And for those Hawkeye fans in the state, Sheldon is also the community that delivered the Olympic medal-winning Brands twins to the University of Iowa wrestling team in the early 1990s.

With a population of nearly 5,000 people, two major highways, a railroad and an airport, Sheldon acts as a commerce center for the area.

Located two miles north of Sheldon on Iowa 60, the airport is home to more than 20 aircraft, including one corporate jet, one turbo-prop, and one helicopter. In addition to many local businesses that base aircraft and utilize charter service at the airport, several state and regional companies also use the airport to access their operations in this rural part of the state.

The first airplane to visit Sheldon was in 1914 and landed at the fairgrounds. Sheldon's first airport was dedicated Aug. 20, 1939. Since then, the airport has moved two times until landing in its current location in the early 1960s.

Airport Manager Lyle Vust notes, “Economic development is a major component of what an airport is all about. The airport at Sheldon supports business travel, air charter, a maintenance facility, and flight training.”

The fixed base operation (FBO) at the airport offers another component of viability to the airport. Midwest Flying Service, owned by Lyle and Kari Vust, offers Part 135 charter operations, pilot services, aircraft management, and other FBO services at airports in Iowa and South Dakota. Midwest Flying Service has provided management of Sheldon's



Newly renovated hangars at the Sheldon Airport



Runway 33 at Sheldon

airport for the past 12 years. In total, Midwest Flying Service employs eight full-time pilots and conducts operations from Sheldon, Ames, and Aberdeen, South Dakota.

Midwest also manages two corporate jets and one turboprop aircraft, including a new Citation CJ2 that was recently delivered to the airport. They also own a turboprop, two twins, and several single-engine rental aircraft. All of the planes receive their maintenance at the Sheldon facility.

Lyle Vust credits the city of Sheldon and the airport commission for being very positive and upbeat about improving the airport and taking the steps to keep the facilities at the airport updated. In 2002, for example, hangar construction and renovation took place and a new fuel farm was put in place. In the summer of 2003 the ramp and apron were reconstructed with concrete through a 90 percent grant from the FAA.

The airport also plays on every opportunity to promote aviation to the community. The airport hosts an annual fly-in every Labor Day in conjunction with Sheldon Celebration Days. According to Kari Vust, “The more people you can get involved and out to the airport, the better your response is when you ask for funding. We take every opportunity to promote aviation to the community. We give tours for the local schools, speak at career days at Northwest Iowa Community College, speak to local clubs (Kiwanis, Jaycees, Boy Scouts, etc.), and have provided several Young Eagles flights for kids. Sheldon is also home to EAA Chapter 1295 and the Sky-Hi Flyers club.”

“At the same time we're working hard to service pilots and the community, and build a positive image of aviation. We also try to have fun with it all. The airport is a great place for hangar flying, the time honored tradition of telling aviation stories...whether they are real, exaggerated, or just made up.”



Commercial Service Airport Update

Des Moines International Airport

DSM International is already on the heels of its best enplanement year on record. With a banner year of 911,063 passengers boarding planes in 2003 (erasing the old mark set in 1996 of 905,450) and a terminal record for total passengers of more than 1.8 million, the new year is off to a fast start as January 2004 totals are 5,137 enplanements ahead of our record-breaking pace of last year!

Now flight departure waiting times at DSM International Airport will become “productive” time for air travelers as the airport launched its high-speed, wireless Internet connectivity. As of Jan. 22, approximately 500 people had signed up for service since the option had been implemented in November for savvy travelers who wish to use their laptops or PDAs without attaching to a cable. Des Moines International is the first airport in the country to install Opti-Fi’s Neutral Host software system.

And lastly, the airport may start moving forward with a three-phase approach to widening the security-screening checkpoint and making a future second floor direct connection to the skywalk. Actual construction on the first phase could begin as early as March 2005 and be completed by the end of 2005.

It’s official now: new Aviation Director Bob Hagner takes over the reigns from retired director Bill Flannery. Hagner joined the airport in February of 1982, and has held positions from his most recent of deputy of aviation director of maintenance and operations, to assistant aviation director, operations supervisor, and property manager.

Dubuque Regional Airport

The Dubuque Regional Airport recently received two new pieces of equipment to help with winter operations: an Oshkosh blower truck with a runway broom; and the second is an anti-ice vehicle, which is Dubuque’s first liquid applicator for ice buildup prevention.



(Above) This new anti-ice vehicle for the Dubuque Regional Airport prevents ice buildup on runways. (Below) Dubuque Regional Airport’s new Oshkosh blower truck with runway broom



The University of Dubuque will host a fly-in breakfast at the Dubuque Regional Airport April 18, 2004. Mark your calendar!

The Dubuque Regional Airport is currently looking at replacing some of their 70-year-old t-hangars and is waiting for a grant to do a pavement condition index project this summer on airside surfaces.

The Eastern Iowa Airport

The Eastern Iowa Airport recently completed the extension of Runway 13/31 from 5,450 feet to 6,200 feet, which will provide a second runway for the airport’s growing regional jet traffic.

Airport officials worked with our federal delegation and were successful in

obtaining \$1.5 million for enhanced instrument landing aids. There is no local match required for this project. Once installed on Runway 27, the enhanced instrument landing aids will lower the visibility requirement, which will increase safety, reduce delays, and decrease missed approaches and cancelled operations.

Work on the general aviation aprons and taxiways is substantially complete and construction on a new fixed based operator facility will begin this spring. The building presently occupied by Piedmont Hawthorne will be replaced by a new hangar and office complex. Piedmont Hawthorne has signed a long-term lease to occupy this new facility.

Airport commissioners continue to work with staff, consultants and a group of volunteers who are updating the airport’s master plan. The master plan is aimed at updating the long-range development plan for airport facilities to ensure that the airport can adequately respond to future community needs for air transportation. The plan will be finalized this summer.



Quad City International Airport

2003 was the best year ever for enplanements at the QCIA, with boardings at an all-time high of 407,769. The QCIA is happy to announce the reinstatement of Memphis service by Northwest Airlink. One flight will begin in May, and another flight in June for a total of two daily flights. They will be on the CRJ 50-seat aircraft and will be loaded into the booking system by the end of February. With the addition of Memphis, the QCIA now has access to all three of Northwest's hubs. Northwest upgraded two of the four daily flights to DTW with a regional jet in January.

The QCIA now has "WiFi" wireless Internet throughout the terminal.

Sioux Gateway Airport/ Col. Bud Day Field

It will be a busy year in 2004 for construction at Sioux Gateway Airport/Col. Bud Day Field. The airport and Iowa Air National Guard will undertake several construction projects and equipment purchases starting this spring.

Work is wrapping up on construction required for the Iowa Air National Guard conversion from F-16 to KC-135 air refuelers. The Guard will begin construction of a new 17,000-square-foot aircraft rescue and firefighting complex, converting the existing facility into a security forces building. The current facility, owned by Sioux City and constructed using federal funds, will be deeded to the Guard through an agreement that transfers title to the new and existing facility to Sioux City should the Guard ever leave the airport or decide not to provide ARFF services.

Land Acquisition – The airport is completing acquisition of 82 acres of land for the Runway 13 Protection Zone (RPZ). This acquisition will also allow the installation of MALSRS for the 13 approach.

Maintenance Shop Construction – The airport will soon begin design for a new airport maintenance facility to be constructed this year. The current maintenance facility is a series of surplus motor pool buildings which have a poor design for today's maintenance equipment and are years beyond their useful life.



Jet service at Des Moines International Airport.

South Ramp Reconstruction – The airport is currently in the design phase for reconstruction of the south aircraft parking ramp. The current pavement has failed and the required reconstruction work will occur this year.

Finally, the airport will undertake design for an extension of Taxiway Charlie, which will: provide a direct parallel taxiway for Runway 17/35; remove an old section of taxiway Charlie (a portion which has failed and which jogs); and construct a new perimeter road. This work is anticipated to begin next spring.

Southeast Iowa Regional Airport

Enplanements are on the rise!! As things begin to thaw out here in southeast Iowa, we are seeing an increase in passenger traffic. Reports are coming in that we have flights with a 78 percent load factor. Go anywhere, fast.

As we look to spring, excitement is building towards the beginning of construction of new hangars. The airport has been at 100 percent occupancy of hangars for more than two years now with a waiting list. The new hangars are funded through the state of Iowa Commercial Service Infrastructure Program. Our thanks to the state of Iowa for this much needed infrastructure program to expand services to our customers.

Several representatives from chambers, economic development agencies and local governments of Burlington, West Burlington, Fort Madison, Keokuk and Mount Pleasant traveled to Des Moines Feb. 9-10 to present regional issues to legislators. A DC Summit in Washington, D.C., is also scheduled to include meetings with representatives of the Department of Transportation to express our views on issues.



Aviation Calendar

Contact the activity host for more information

April 25, 2004

Fly-in/drive-in
Pilots in command free
Sponsored by: Sac City Kiwanis
Sac City, Iowa, Municipal Airport
Info: 712-662-7801

April 29, 2004

Safety Seminar
7 p.m.
Classic Aviation
Pella, Iowa
Info: Roger Clark 1-800-728-7250

April 30 - May 2, 2004

Spring Camporee
Sponsored by: Boy Scouts & Adventure
Crews of Central Iowa
Cost \$12
Winterset, Iowa, Municipal Airport
Info: 515-468-0025 (Steve)
515-462-2392 (Roger)

May 1, 2004

Safety Seminar
7:00 PM
Bandag Learning Center
Muscatine, IA

May 2, 2004

Safety Seminar
7:00 PM
Blue Bunny Hangar
Le Mars, Iowa Municipal Airport

May 8, 2004

Cross Country Seminar
9:00 - 3:00 PM
Iowa Western Community College,
Aviation Dept.
Council Bluffs, IA

May 8, 2004

Tulip Time Flight Breakfast
Pancake breakfast
\$4 Adults \$3 Children
Pilots in command free
Free shuttle to Pella Tulip Festival
May 6-8
Pella, Iowa, Municipal Airport
Info: 641-628-9393 (Shane)
e-mail: shanevv@kdsi.net
website: www.pellatuliptime.com

May 8, 2004

Open House
9am - 3pm
Sponsored by: EAA Chapter 33
Young Eagle rides free to kids 8-17
Antique & homebuilt aircraft &
parachute jumping
Vinton, Iowa Veteran's Memorial Airport
Info: 319-373-3971

May 11, 2004

Safety Seminar
7:00 PM
Storm Lake, Iowa Municipal Airport

May 16, 2004

Flight breakfast
7 a.m. - Noon
Pilots in command free
Airplane rides, prize drawings and more
Cherokee, Iowa, Municipal Airport
E-mail: rheners@netins.net

May 23, 2004

Flight breakfast
7 a.m. - 12 p.m.
Sponsored by: EAA Chapter 94
Mason City, Iowa, Airport
e-mail: nias@netconx.net

June 4-6, 2004

Fly Iowa 2004
Commemorating the
60th anniversary of D-Day
Washington, Iowa
Info: 319-653-6646 Mike Roe
www.flyiowa2004.com

June 6, 2004

54th annual flight breakfast
6:30am - 10:30am
Fly-ins *free*
Audubon, Iowa, Airport
Info: 712-563-3780

June 6, 2004

Fly-in
7 a.m. - 11 a.m.
Sponsored by Red Oak Ambassadors
Red Oak, Iowa, Municipal Airport
Info: 712-623-6523
vineair@yahoo.com

June 12, 2004

Pancake breakfast & air show
6:30 a.m. breakfast
10 a.m. Air show featuring
"Jimmy Franklin and the jet
powered WACO"
Webster City, Iowa, Airport
Info: 515-832-3723

June 13, 2004

Flagfest Air show
7 a.m. - Noon
Air show, flight breakfast, Young
Eagles Event, and static aircraft display
Northwest Iowa Regional Airport
Spencer, Iowa
Info: 712-262-1000 (Gayle)

June 13-16, 2004

Travel the Universe Aviation Camp
Iowa 4-H Camp
Madrid, Iowa
Registration information:
www.extension.iastate.edu/4HCenter
Info: 515-964-8417 (Jay Staker)

June 17, 2004

Cross Country Seminar
7:00pm
Park in Short Term Parking Tickets will
be validated
Cloud Room Des Moines International
Airport
Des Moines, IA

June 17-20, 2004

National Ercoupe
Association Convention
6/18 Evening fly-in 5 p.m. - 7:30 p.m.
6/19 Aviation safety seminar
Knoxville, Iowa, Municipal Airport
Info: 641-842-4423 (Dan)

June 20, 2004

Flight breakfast
Sponsored by: Harlan 8-Ball Flying Club
6 a.m. - 1 p.m.
Free to fly-ins
Harlan, Iowa, Municipal Airport
Info: 712-741-5421 (Kenneth)

June 20, 2004

Optimists' fly-in breakfast
7 a.m. - 1 p.m.
Maquoketa, Iowa, Municipal Airport
Info: 563-652-2484

June 20, 2004

Annual fly-in breakfast
Rock Rapids, Iowa, Municipal Airport

June 21-22, 2004

Exploration of Aviation / Aerospace
Level II
Teacher Workshop
The Eastern Iowa Airport
Cedar Rapids, Iowa
Registration information:
[www.aea10.k12.ia.us/profdev/
assesscurricinstruct.html#4012](http://www.aea10.k12.ia.us/profdev/assesscurricinstruct.html#4012)
Info: 515-964-8417 (Jay Staker)



June 26-27, 2004

Quad City Air Show
Davenport, Iowa, Airport
Info: 563-322-7469
www.quadcityairshow.com

June 27, 2004

Fly-in
Sponsored by: Algona Pilots Association
7 a.m. – Noon
Algona, Iowa, Municipal Airport
Info: 515-332-4012 Dean Telford

June 27, 2004

Annual fly-in / drive-in breakfast
7:30 a.m. – 11:30 a.m.
Free to pilots in command
Pender, Neb., Airport
Info: 402-380-9882 (Paul Peters)

June 30 – July 1, 2004

FAA's 21st Annual Airports Conference
Overland Park Convention Center
Overland Park, KS
Info: www.faa.gov/arp/ace/conf2004

July 3, 2004

Annual flight breakfast
Sponsored by: Iowa Falls Windsockers
EAA/Chapter 1324
7 a.m. – 11 a.m.
Iowa Falls, Iowa, Municipal Airport
Info: 641-648-3191 (Kevin / Jane)

July 4, 2004

Annual flight breakfast
Sponsored by: Atlantic Jaycees
7 a.m. – 10 a.m.
Atlantic, Iowa, Airport
Info: 712-243-3056

July 4, 2004

Estherville flight breakfast
7 a.m. – 11 a.m.
Estherville, Iowa, Airport
Info: estavtn@rconnect.com

July 4, 2004

Annual flight breakfast
7 a.m. – 11 a.m.
Paullina, Iowa, Municipal Airport
Info: 712-448-2522 (Brian)

July 4, 2004

Fly-in breakfast
Sponsored by: Corning
Chamber of Commerce
Corning, Iowa, Municipal Airport

July 11, 2004

Annual Kiwanis Breakfast
7 a.m. – 12:30 p.m.
Pancakes, Omelets & Sausage
Pilots & Co-Pilots *FREE*
Emmetsburg, Iowa, Airport
Info: 712-852-3810 (Tony Meyer)

July 18, 2004

Fly-in / drive-in breakfast
Sponsored by: Associated Pilots of Iowa
7 a.m. – 12:30 p.m.
Free to pilots in command
Monitcello, Iowa, Municipal Airport
Info: 319-465-5488

July 18, 2004

Annual fly-in / drive-in pancake breakfast
Sponsored by: Forest City Police Officers
Association
7 a.m. – Noon
Forest City, Iowa, Municipal Airport
Info: 641-581-2880

July 22-24, 2004

2004 ILPA fly-in
Formation School, many activities
All warbirds are welcome
Keokuk, Iowa, Municipal Airport
Info: 319-524-6203 (Irv)

Aug. 8, 2004

Annual fly-in breakfast
Sponsored by: Humboldt Rotary
7am – Noon
Humboldt, Iowa, Municipal Airport
Info: 515-332-1863 (Dave)
dave@groethland.com

Aug. 15, 2004

Fly-in breakfast
Sponsored by: Mapleton Flying Club
7 a.m. – 11:30 a.m.
Mapleton, Iowa, Municipal Airport
Info: 712-881-2764 (Bill)

Aug. 15, 2004

Fly-in / drive-in pancake breakfast
Sponsored by: EAA Chapter 368
7 a.m. – Noon
Free to pilots in command
Monona, Iowa, Municipal Airport

August 29, 2004

3rd Annual Fly-in / Drive-in
11am – 4pm
Manchester, Iowa Municipal Airport
Info: 563-927-3636 (Marty)

Aug. 29, 2004

Wings, Wheels & Whistles fly-in breakfast
7:30 a.m. – 11 a.m.
Pilots in command free
Greenfield, Iowa, Municipal Airport
Info: 641-343-7184

Aug. 29, 2004

Fly-in potluck
(Rain date Sept. 12)
Guttenburg, Iowa
Info: 319-465-5114 (Gary)
563-252-3582

September 3 - 6, 2004

(Labor Day Weekend)
Annual Skydiving Event
Sponsored by: Plane Crazies
Fort Dodge, Iowa Regional Airport
Info: awalrod@fortdodgeiowa.org

Sept. 6, 2004 (Labor Day)

Fly-in
Sponsored by: Sky High Flyers
& EAA Chapter 1295
Sheldon, Iowa, Airport

Sept. 12, 2004

15th annual fly-in / drive-in breakfast
7 a.m. – Noon
Sponsored by: EAA Tri-State Chapter 327
Dubuque, Iowa, Regional Airport
Info: 608-723-4359 (Stacey)

September 12, 2004

Annual Flight Breakfast
6:00 AM to 1:00 PM.
Sponsored by: Rotary Club
Algona, Iowa Municipal Airport

Sept. 12, 2004

Fly-in breakfast
Arthur N. Neu Municipal Airport
Carroll, Iowa
Info: 712-792-4980

Sept. 18, 2004

Burlington Regional Air Show
Southeast Iowa Regional Airport
Burlington, Iowa
Info: 319-754-9560 (Dale)

Oct. 2, 2004

Open house / fly-in breakfast
Grinnell, Iowa, Municipal Airport
Info: 641-236-8007 (Bill)
incredibill@hotmail.com

Nov. 3-4, 2004

Annual Iowa Aviation Conference
University Park Holiday Inn
West Des Moines
Info: 515-239-1691 (Michele)

Feb. 4-5, 2005

Midwest Regional Aircraft Maintenance
Symposium and Trade Show
Sponsored by: Iowa Chapter of PAMA
Gateway Center Hotel
Ames, Iowa
Info: Phil Conn 319-295-5221
PJConn@rockwellcollins.com



Iowa Aviation Bulletin

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